

ALMANACS CORRECTIONS

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SAILING DIRECTIONS CORRECTIONS

PUB 120 **2 Ed 2001** **LAST NM 23/03**
Page 52—Line 1/L to Page 55—Line 6/R; read:
Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Western Canada.

Responsibilities

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of the ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessels that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
 - a. Leave a VTS Zone.
 - b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
 - c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

Traffic Clearance

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the

authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties.—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

Shipboard Radio Equipment Malfunction.—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to

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establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.

Zone Descriptions

Western Canada.—The Western Canada VTS Zone consists of all Canadian waters on the W coast of Canada and referred to in the *Vessel Traffic Services Zone Regulations*.

Local Zones.—West Coast VTS Local Zones have been established for traffic to Prince Rupert, Tofino, and Vancouver. The appropriate Sailing Directions (Enroute) volumes should be consulted.

Zone Application

Western Canada Offshore.—With respect to Western Canada VTS Zones, the *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call, as follows:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
 - a. Oil Pollution Prevention Regulations.
 - b. Pollutant Substances Regulations.
 - c. Dangerous Goods Shipping Regulations.
 - d. International Maritime Dangerous Goods Code (IMDG).
 - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Participation is mandatory; however, vessels between 300 and 500 gross tons are also encouraged to participate fully to receive the maximum benefit.

Local VTS Zones.—For vessels within or about to enter a Western Canada VTS Zone, the *Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
 - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
 - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

Reporting Requirements

Change in information.—A report shall be made whenever a significant change occurs in the information previously

provided in any report made pursuant to the *Vessel Traffic Services Zone Regulations*.

Non-routine reports.—Pursuant to the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

Note.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

Offshore Report

The *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call. The following information may be required:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The intended route the ship.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.

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18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.

19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.

20. The name of the Canadian or United States agent of the ship.

21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Designator	Required Information
MIKE	ISM, if applicable, and if any issued to the vessel: <ol style="list-style-type: none"> 1. What is the name of the Issuing Authority? 2. ISM Safety Management Certificate <ol style="list-style-type: none"> (a) What is the date of issue? (b) What is the date of expiration? 3. ISM Document of Compliance: <ol style="list-style-type: none"> (a) What is the date of issue? (b) What is the date of expiration?

CVTS Advance Report

The Advance Report is a cooperative voluntary measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports and to facilitate transits through Canadian and U.S. waters. This one report will satisfy the Canadian VTS Offshore Report, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

Ninety-six hours and 24 hours prior to entering the territorial waters of the W coast of Canada, all vessels 300 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel directly to the Marine Communications and Traffic Services (MCTS) Regional Marine Information Center (RMIC) in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by fax: (604) 666-8453.
4. Directly to Vancouver MCTS Center via E-mail: rmic-pacific@pac.dfo-mpo.gc.ca. (plain text only)

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.

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Designator	Required Information
NOVEMBER	Vessel MMSI number.
OSCAR	Maximum present static draft.
PAPA	<ol style="list-style-type: none"> 1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable. 2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(1) through (a)(16) and (b) when applicable). 3. If a tank vessel, indicate whether loaded.
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.
ROMEO	Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO.
SIERRA	On scene weather, if severe.
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.
UNIFORM	Vessel gross tonnage.
WHISKEY	<p>For approaches to Juan de Fuca Strait: Ballast water—If in ballast, has your vessel:</p> <ol style="list-style-type: none"> 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO. <p>Made the required notification and reports to Canada/United States as applicable? YES or NO.</p> <p>Notification/Reports required by:</p> <p>United States—U. S. Coast Guard—fax: (301) 261-4319.</p> <p>Canada—Destination port:</p> <p>Vancouver—fax: (604) 665-9099.</p> <p>Fraser—fax: (604) 524-1127.</p> <p>Nanaimo—fax: (250) 753-4899.</p> <p>For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia: Ballast water—If in ballast, has your vessel:</p>

Designator	Required Information
	<ol style="list-style-type: none"> 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO.
XRAY	<p>If bound for a Canadian port, expiration date of:</p> <ol style="list-style-type: none"> 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination. <p>If bound for a U.S. port:</p> <ol style="list-style-type: none"> 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns.

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

Information Required.—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.

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7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.

8. The estimated time that the ship will depart the berth.

9. The estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone.—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

Arriving at a Calling-In-Point (CIP).—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

Arriving at a Berth.—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

Departure Maneuvers.—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

Maneuvers.—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

(Can NM 6W/03, Section 3 and Section 4; Can Radio Aids to Marine Navigation (Pacific and Western Arctic), Part 3) 29/03

PUB 124 8 Ed 2001 LAST NM 28/03
 Page 83—Lines 26 to 55/R; read:

The Dow Chemical Terminal consists of a quay 253m long with an alongside depth of 10m, which can handle chemical and petroleum vessels up to 18,000 dwt.

The Macuco Wharf, Berths 12A to 27, has a length of 3,017m long with alongside depths of 8 to 11m. Grain is handled at Berths 13 and 26.

The Paqueta Wharf, Berths 1 to 12, has a length of 2,071m long with alongside depths of 5 to 7m. Grain is handled at Berth 1. An underwater sill protrudes 1.2m from Berth 6.

The Saboo Wharf is 990m long and has an alongside depth of 10m. Bulk solids and bulk liquids are handled. The maximum vessel length accommodated is 200m.

The Alamo Wharf is 841m long with alongside depths of 7 to 12m. It handles bulk petroleum liquids. The maximum vessel size is 283m.

The Conceicaozinha Quay consists of two berths, with a total length of 567m, and an alongside depth of 13.5m. The bulk fertilizer quay is located across from Paqueta Wharf. The maximum vessel length accommodated is 265m.

The container terminal is located across from the Paqueta Wharf. It can handle two vessels. The length is 510m with a depth of 13m.

The Barnabe Quay is 301m long with an alongside depth of 10m. It handles petroleum by-products and is located across from the Estario Quay. The maximum vessel length is 190m.

The Cosipa Wharf is 200m with a depth of 12m, with an additional two quays. Quay one is 342m long, and the second quay is 303m long. They are located at the N end of Canal de Picaquera and can handle two vessels at the same time.

The Ultrafertil Quay is L-shaped and 164m long, with an alongside depth of 10m. A fertilizer wharf is located close E of Cosipa Wharf. It can handle vessels up to 23,000 dwt.

(Brz SD South Coast) 29/03

Page 87—Line 12/L; read:

a velocity of 0.75 knot, the ebb a velocity of 2.4 knots. At
 (Brz SD South Coast) 29/03

Page 87—Line 52/L; insert after:

Caution.—Vessels should obtain updated local information on depths in channels and basins due to the accumulation of sand.

The dredged approach channels are not safe for navigation when there are high winds.

(Brz SD South Coast) 29/03

PUB 163 8 Ed 2002 LAST NM 28/03
 Page 79—Lines 4 to 17/L; read:

Anchorage.—Tanjungperak roadstead is bound on the W by the meridian of Buffels and on the E by the meridian of the beacon atop a hill, 85m high, 1.75 miles ENE of Tanjung Kamal.

Anchorage areas for commercial vessels have been designated to the N and NW of Tanjungperak and are best seen on the chart.

A naval anchorage has also been designated N of the Naval Basin. This area is restricted and permission must be obtained from the harbor master.

Both areas have depths of 9.4 to 20m, mud and/or sand. In both monsoons, the roadstead offers safe anchorage, but sometimes vessels drag anchor when a strong wind is combined with strong tidal currents.

The presence of foul ground and wrecks encumbers the anchorage areas and caution must be observed.

(BA NM 15/03, Section IV) 29/03

PUB 172 9 Ed 2001 LAST NM 28/03

Page 54—Lines 7 to 17/L; read:

4.36 Bashayer Oil Terminal (19°24'N., 37°19'E.), a tanker crude oil-loading facility, is approached from N of Towartit Reef.

Winds—Weather.—The prevailing winds are from the N; these winds may have gusts up to 35 knots in winter, but tend to be variable and light to moderate at other times. Without the N winds, there is a tendency for winds to veer towards the shore in the middle of the morning.

In summer, offshore winds are normally the strongest; gusts up to 60 knots can occur.

Tides—Currents.—The tides are usually diurnal with a mean spring range of about 1.4m.

Currents in the area set mainly S and run parallel to the coast, rarely exceeding 1 knot.

Depths—Limitations.—The controlling depth in the approach channel is 50m.

There is a depth of 54m at the terminal. Vessels up to 300,000 dwt can be accommodated.

Pilotage.—Pilotage, which is compulsory and available during daylight hours only, should be requested from the Port Sudan Port Authority. The pilot boards, as follows:

1. Channel pilot—About 1 mile E of Port Sudan Light, in position 19°35.5'N, 37°16.0'E.
2. SBM pilot—3 miles N of the SBM. This pilot boarding position is the handover point with the channel pilot.

The pilot boarding time is usually between 0600 and 0700, depending on the time of year.

The Pilot Office and the pilot vessel can be contacted on VHF channel 10 and by e-mail, as follows:

pilots.portsudan@gnpoc.com

Regulations.—The vessel's ETA must be sent to the terminal, via the agent, 72 hours, 48 hours, 24 hours, and 12 hours in advance. The ETA should be reconfirmed if it changes by more than 2 hours.

Berthing is permitted during daylight hours only. Unberthing may be done at night at the discretion of the mooring master.

Vessels older than 20 years old will not be accepted for loading at the terminal.

Upon arrival off Port Sudan, vessels are required to contact the Port Sudan Signal Station on VHF channel 14 to obtain the pilot boarding time, if available, together with any further instructions.

The Marine Supervisor of the facility can be contacted on VHF channel 10, when a vessel is loading at the SPM, and by e-mail, as follows:

omarine.portsudan@gnpoc.com

Anchorage.—Anchorage is not recommended off the terminal.

Caution.—A restricted area, with a radius of 1 mile, surrounds the terminal. Navigation in this area is only allowed with a pilot on board.

(BA NM 16/03, Section VI; BA NM 25/03, Section IV; BA NP 64; US CH 62142) 29/03

PUB 175 7 Ed 2001 LAST NM 27/03

Page 53—Lines 29 to 36/R; read:

Elang Terminal (10°52'S., 126°34'E.), consisting of a LANBY, is located within an area of oil wells and submerged pipelines that is best seen on the chart. An anchorage area lies 12.5 miles NE of the LANBY. A cautionary area has been established and is centered in this location.

Laminaria Terminal (10°37'S., 126°00'E.), consisting of an SPM lying about 11.5 miles WNW of Elang Terminal, is located within an area of oil wells and submarine pipelines that is best seen on the chart. A cautionary area has been established and is centered in this location. Buffalo Terminal, abutting Laminaria Terminal, is centered 7 miles SE and contains an oil production platform. In addition, the FSO Northern Endeavor is moored within the area.

Pilotage.—The pilot boards 3 miles N in position 10°34'S, 125°59'E.
(BA NM 14/03) 29/03

Page 92—Lines 8 to 11/R; read:

Pilotage.—Pilotage is compulsory. The pilot will board vessels off Dampier Port at a position located 7 miles from Legendre Island Light, on a bearing of 246° from the light. The mooring operation will be assisted by a support vessel.
(BA NM 14/03, Part IV) 29/03

Page 92—Lines 19 to 27/R; read:

4.23 Legendre Oilfield (19°41'S., 116°43'E.), located about 15 miles ESE of Wanaea Terminal, consists of a permanently-moored storage tanker and an offshore production unit close SE of it. The tanker and the production unit are connected by a pipeline. The facility is surrounded by a cautionary area, which has a radius of 3 miles.

Pilotage.—Pilotage is compulsory. The pilot will board vessels off Dampier Port at a position located 7 miles from Legendre Island Light, on a bearing of 246° from the light. The mooring operation will be assisted by a support vessel.

Anchorage.—An anchor berth, as shown on chart, has been established 700m NW of the platform.

Caution.—Extensive oil exploration activity is underway in the area between Glomar Shoal and Rankin Bank (19°44'S., 115°35'E.). Details can best be seen on the chart.
(BA NM 14/03, Part IV) 29/03

PUB 193 8 Ed 2000 LAST NM 23/03

Page 124—Lines 55 to 56/R; read:

Pilotage.—Pilots, provided by the Halmstad Pilotage Service, are stationed at Varberg. All requests for pilotage must be made through Marstrand VTS (see Sector 5). Pilots can be contacted by VHF and board close SW of the Approach

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Lighted Buoy (57°05.2'N., 12°13.3'E.). For further information, see paragraph 6.17.

(BA NP 286) 29/03

Page 126—Lines 1 to 7/L; strike out.

(NIMA) 29/03

Page 127—Lines 54 to 56/R; read:

Pilotage.—Pilots, provided by the Halmstad Pilotage Service, are stationed at Falkenberg. All requests for pilotage must be made through Marstrand VTS (see paragraph 5.25). Pilots can be contacted by VHF and board in the vicinity of the Approach Lighted Buoy. For further information, see paragraph 6.17.

(BA NP 286) 29/03

Page 129—Lines 10 to 24/R; read:

Pilotage.—The Halmstad Pilotage Service Area includes the approach waters between latitudes 57°16'N and 56°30'N. Pilotage is compulsory within the area for the following vessels:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length, 15m beam, and 5m draft and over.
3. Category 3 vessels of 90m in length, 16m beam, and 5.5m draft and over.

In certain pilot channels leading to and from Ringhalsverken, pilotage is compulsory for the following vessels:

1. All Category 1 vessels.
2. Category 2 and 3 vessels of 80m in length, 15m beam, and 5m draft and over.

Pilots are stationed at Halmstad, Falkenberg, and Varberg. Vessels should send a request for pilotage and an ETA at least 5 hours in advance to Marstrand VTS (see paragraph 5.25).

Pilots can be contacted by VHF and board, as follows:

1. For Halmstad—About 0.6 mile NE of the Fairway Lighted Buoy (56°37'N., 12°47'E.).
2. For Falkenberg—In the vicinity of the Approach Lighted Buoy (56°51'N., 12°27'E.).
3. For Varberg—Close SW of the Approach Lighted Buoy (57°05.2'N., 12°13.3'E.).

All vessels bound for Halmstad must report to the pilot station (Lotsarna Halmstad) on VHF before arrival and, when within the harbor, before turning, warping, or departing.

(BA NP 286) 29/03

COAST PILOT CORRECTIONS

**COAST PILOT 1 33 Ed 2003 Change No. 5
LAST NM 28/03**

Page 214—Paragraph 363, lines 6 to 13; read:

but contracts to 100 yards 1.3 miles above. In January 2003, the controlling depths were 4.5 feet in the dredged entrance channel to abeam of Horton Rocks, about 1 mile above the entrance on the west side of the channel, thence 4.4 feet in midriver for about 1.6 miles, and thence 4.7 feet in the upper

dredged section for about 0.8 mile to the turning basin just above and east of Block Point, thence 3.4 to 4.7 feet in the basin with lesser depths along the sides. Mariners are advised ...

(12/03 CG1; CL 407/03;

BPs 179958-64; NOS 13316) 29/03

Page 249—Paragraph 459, lines 5 to 7; read:

turning basin off the facilities. In 1997, the controlling depth was 35 feet in the access channel and in the turning basin except for shoaling to 31 feet along the ...

(CL 999/03; BP 180680) 29/03

Page 351—Paragraph 93, lines 9 to 11; read:

are close to the sailing line. In January-March 2002, the dredged section of Salem Channel had a controlling depth of 29.4 feet, thence in 1997-2002, 27 feet ...

(CL 1907/02; BPs 179148-53; NOS 13276) 29/03

Page 391—Paragraph 118, lines 5 to 8; read:

marks the approach. In June 2002, the controlling depths were 2.6 feet (5.5 feet at midchannel) to the Yacht Club, (41°45'18"N., 70°09'15"W.), thence 4.0 feet in the east half and shoaling to bare in the west half of the channel in about 41°45'18"N., 70°09'12"W., and thence in September 2001, 5 feet in ...

(CL 734/03; BP 180451; NOS 13250) 29/03

**COAST PILOT 6 33 Ed 2003 Change No. 6
LAST NM 27/03**

Page 185—Paragraph 101; read:

In August 2002, the controlling depths were 24.1 feet in the approach and in the channel through the outer harbor to the mouth of the river, thence 21 feet in the river channel to the head of the Federal project at Seneca Street (except for a 19.7-foot spot along the E edge of the channel near the entrance to Oswego Marina.) The outer harbor W of the entrance channel had depths of 12 to 16 feet (except for lesser depths along the S end of the W breakwater.) The outer harbor E of the entrance channel had depths of 19 to 21 feet (except for lesser depths along the SE edge.) The channel leading SW to the turning basin had a depth of 18.9 feet with lesser depths along the edges, thence 16 to 21 feet in the basin.

(BP 179139; CL 1922/02) 29/03

Page 190—Paragraph 151, lines 1 to 3; read:

In September-October 2002, the controlling depths were 3.8 feet in the dredged channel to the boat launch ramp access channel, with 7.4 feet in the access channel, thence 5.3 ...

(BP 180120) 29/03

Page 214—Paragraph 95, lines 4 to 6; read:

off the public dock at Niagra Falls, N.Y. In October 2002, the controlling depth in the channel was 11.8 feet. The channel is marked with buoys.

(BPs 180620-23; CL 942/03) 29/03

COAST PILOT 6 (Continued)

Page 246—Paragraph 413, lines 8 to 17; read:
inside the mouth of the river. In April-June 2002, the controlling depths were 5.2 feet (6.6 feet at midchannel) in the entrance channel to the anchorage basin, thence 5 feet to the Norfolk-Southern Railway bridge, thence 2.7 feet (4.2 feet at midchannel) to the turning basin, with 3.6 to 4.7 feet in the basin. The anchorage basin, just inside the mouth of the river, had depths of 4.8 to 7 feet with lesser depths along the SW edge.

(BP 180581; CL 883/03)

29/03

Page 254—Paragraph 529, lines 5 to 12; read:
mark the outer ends of the piers. In November 2002, the controlling depth was 9.1 feet in the entrance channel and between the piers, thence 2.6 feet in the right half and 10 feet in the left half of the channel to abeam the entrance to Port Clinton Yacht Club and thence 10 feet to Monroe Street highway bridge except for shoaling to 5.6 feet along the S side of the channel in the harbor. The channel lakeward ...

(BP 180580; CL 881/03)

29/03

Page 397—Table, item 35; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
35	South Damen Ave. bridge	Highway	6.14			140		28	Fixed.

(CL 913/03)

29/03

Page 422—Table, item 23; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
23	North Sixth St. bridge	Highway	1.37			92		23	Bascul. Note 1.

(CL 1035/03)

29/03

Page 423—Table, item 29; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
29	South Sixth St. bridge	Highway	1.51			80		14	Bascul. Note 1.

(CL 1036/03)

29/03